

PATERSON'S EXTREME PERIL.

PREPARING TO EASE FLOOD BY DYNAMITING SPRUCE ST. HILL.

Hundreds of Persons Imprisoned in Houses on the Edge of the River—No One to be Seen in City—Five Large Bridges and Twenty Smaller Ones Swung Away—Thrilling Escape of Five Men Who Tried to Save a Launch—Eight Saved From a House.

PATERSON, N. J., Oct. 10.—The second day of the great flood in the watershed of Passaic River is worse than the first, and the record made by the water is the highest known to the officials by two feet. The river in this city has an average width of 200 feet, but to-day it is over three quarters of a mile wide, inundating twelve blocks of dwelling houses in its course.

The city, however, is overshadowed by a greater peril. At the falls the river is momentarily expected to break through the dam of the water company's flume at the top of the Spruce street hill, and if this happens the whole of the Sixth and Seventh wards will be swept, with a possible great loss of life.

Mayor Hinckley is on the ground with a force of policemen and officials of the water company. They have made all preparations to dynamite the Spruce street hill in the hope that they will thus cut a deep gulch and divert the river into the basin, and thereby save the city from destruction.

Thousands of people were on the heights all day surrounding the point of danger, watching anxiously the rise of the waters. The police have drawn lines at some distance from the point of danger, and no one is allowed near the place where it is proposed to use the dynamite.

After the great volume of water from the breaking of the Pompton dam had passed through this city yesterday the river quickly lowered and the people thought that the danger had passed, but in the evening the river began to rise alarmingly again and people fled from their houses. The river continued to rise and this evening it is still being augmented by the torrents from the great watershed of the Passaic valley.

Thousands of people have been driven from their homes, but hundreds along the very edge of the river have been unable to flee, and no one can reach them on account of the strength of the current. These people are in extreme danger, as their homes may give way at any moment and be launched into the torrent. The work of rescue has been going on all day, but many are penned up in the houses beyond reach of aid.

The devastation and destruction wrought by the flood are terrible and incalculable. Estimates of the property loss are frequently put at over \$2,000,000, but figures will be lacking until the waters have subsided. Five large bridges and twenty smaller ones have been swept away. A number of buildings on the banks of the river have been destroyed. Immense washouts have traveled on trains and trolley cars.

Great damage has been done to factories and their machinery along the river, the gas works in this city have been flooded and all homes using gas are in darkness to-night. The electric light is also in danger and it is feared that the city will be in total darkness to-night.

The most thrilling incident of the day was the narrow escape of five men from being killed by the falling of the steam launch belonging to Adrian Schott was moored out in the stream about three hundred feet above the Spruce street bridge and was in danger of being carried over the falls.

Several men volunteered to save it and they reached it in a rowboat which carried a towline held on shore by a number of young men. The volunteers reached the launch and got into it, but just then the young men, through some mistake, lost their hold on the towline and the four men in the launch were left at the mercy of the swift current. They were Adrian Schott, William Moore, John Swindle and Walter White. The last three jumped into the river and tried to swim to shore.

Moore and Swindle were lucky enough to be carried to the shore by eddies, but White and the torrent was being swept under the bridge as Policemen Hines and Maguire threw a rope to him, which he caught, and was drawn from the very jaws of death. Schott remained in the launch, which was also carried into the middle of the river, and was being rushed toward the falls. As the boat passed under the Spruce street bridge, Schott stood up in the stern of the boat and sprang for the iron girder under the bridge. He caught them and clung there until he was rescued by the policemen.

Eight persons were rescued from a three story house at Athens, a couple of miles below this city, just before the house toppled over. The vessel brook had washed out the Erie railroad embankment and descended on the house. The inmates had been taken out on ladders barely in time.

The only loss of life reported to-day was that of an electric lineman, Harris Riley, who had climbed a pole on Spruce street, near the Spruce street bridge. The sidewalk along which the pole stands is seventy-five feet above the water in the basin, which had washed away the substrate.

As part of the sidewalk fell into the basin the pole with Riley on it also went down the embankment seventy-five feet into the water and Riley was washed away in the torrent within the view of 4,000 people.

DAMAGE IN NEWARK.

The Passaic Rose Three Feet Above the Highest Record in Forty Years. At noon yesterday the water in the Passaic River at Newark was seven feet above the usual height of a full-moon tide and three feet above the highest record in forty years. The tide was rising until 11 o'clock, and backing up the fresh water was flowing down the river from nearly half a thousand square miles of watershed, over which twelve inches of rainfall had been precipitated from the clouds since Wednesday night. High water came at 12:30 o'clock yesterday afternoon. Then the stream of murky water was flowing at the rate of twelve miles an hour and carrying upon its bubbling surface sections of rotten dock timbers, rafts of lumber, barrels full and empty, pieces of hay, broken coops, pig pens and sections of plank and rail fencing besides quantities of loose firewood from carelessly piled cords which had been safe from food for years. The damage caused by the overflow cannot be calculated for days to come but there is public concern in the fact that all of the bridges between Passaic city and the mouth of the river held fast and none of the schooners, tugs and barges was swept from its moorings, although many of them were in peril from the accumulation of debris around their bows. The flood began to abate before 1 o'clock yesterday afternoon, when the undertow set in and the water then the force of the current increased.

The Bridge Street bridge was in danger at midnight, but the Erie trolley line was held up again for the second time in twenty-four hours. It was held up in two places; at the Passaic and Hackensack rivers and over the Lackawanna Railroad the tumpike was flooded to the hills of the cars, and at Passaic avenue, Harris Riley, the electric lineman, was washed away. Passengers were transferred at the Passaic bridge, but traffic between Jersey City and Newark was suspended. The river overflowed the Standard Oil Company and Tompkins & Co. at the foot of Fourth avenue, Newark, and a quicklime storeroom was flooded. The line was fixed, and of the 2,000 barrels on hand only half were ruined by trucks and the cars of the Newark and Paterson branch of the Erie. The Erie Department worked for twelve hours to prevent the fire reaching the oil stills and storerooms.

HARRISON, N. J., Oct. 10.—All of the big and little mills and factories along the Passaic suffered considerably from the overflow of the river yesterday. The Marshall Thread Works, Clark & Co., Three Works, Nairn Locomotive Works, Starling & Laffey Wire Cloth Works, Hahn & Stumpf Tannery, Headley & Farmer Trunk Manufacturing Company, Campbell & Co., Millers, Osborn Paint Works, David Harper, Carr & Ball, the Merritt Engine Company, Scott & Co., the Driver-Harris Company, and several other operators in their works were flooded. The owners of the works were obliged to close their doors and a number of operators in their works were obliged to close their doors and a number of operators in their works were obliged to close their doors.

DESTRUCTION AT SEA ISLE CITY. New Isle Hotel and Three Cottages Washed Away—Van Island Sea Formed. SEA ISLE CITY, N. J., Oct. 10.—This has been a trying day to the residents of the seaside resorts along the Cape May county coast. A northeast storm which is even more violent than the gale of September, 1898, has been raging since Friday morning. It reached its height between 8 o'clock and noon to-day.

The city has suffered severely. New Isle Hotel and three cottages have been demolished by the waves and washed out to sea, and the Surf Hotel, Bus Inverness Hotel have been badly undermined. The tremendous seas which rushed inland this morning destroyed over a thousand feet of seawall on the beach, and the sea inundated every street in the city to a depth of three feet.

The meadows adjacent to three rows of cottages on the Great Egg Harbor Bay to Cape May, a distance of thirty miles, are a vast inland sea upon which is drifting parts of demolished buildings, outhouses and many other small articles.

Railroad travel to every resort in the county, with one exception, is at a standstill. To-night will be one of great anxiety to residents of the resorts, as it is feared that the midnight high tide will be more damaging than that of this morning.

FLOOD CAUSES EXPLOSION.

Three Stores in Bound Brook Wrecked and Several Men Hurt. SOMERVILLE, N. J., Oct. 10.—The rains of yesterday caused the Raritan River to rise sixteen feet above its normal level. The greatest damage in this section was done at Bound Brook, where at 8 o'clock this morning water four feet deep was running swiftly through the main street.

At 4 o'clock this afternoon three stores on Main street in Bound Brook which had been flooded during the early part of the day were wrecked by a mysterious explosion. They were occupied by Gano & Byer, Grocers; Lloyd & McNabb, druggists, and La Rue Brothers, meat market.

The proprietors of the stores and several customers were in them at the time of the explosion. John E. Gano was badly scorched about the head and face, and three Italians received burns as they were in the street. Justice Brampton, who occupied offices over the stores, was thrown across the room and had his shoulder dislocated. The quantity of gas which was carried into the cellar and there ignited by an electric light wire.

MOURNING IN A FLOODED HOUSE.

Children Carried Through Water to View Their Dead Father's Face. Pallbearers at the funeral of Daniel Redden had to wear rubber boots in taking his body from the water-logged apartments on the ground floor of the tenement at 318 Park avenue, Hoboken, yesterday. When Redden died on the 27th of September, a foot of water in his apartment. The second time the undertaker went to the house he found two feet of water in all the rooms. Redden's six children were unable to leave their beds. His wife, who is an invalid, was taken to the hospital, and the bottom of which was only a few inches above the water. Neighbors offered to give the woman and her children shelter, but none of them would consent to leave the apartments.

At the funeral yesterday, the undertaker waded to the children's bed and carried their bodies to the shore by means of a rope. Mrs. Redden finally became hysterical, and was removed to the home of a relative with her four-week-old child. The other children were cared for by friends.

FLOOD REFINES BLACK BASS.

Mr. Durand's Beautiful Golden Swept Down Into Lake Ursino. Charles W. Durand of Irvington, N. J., has been breeding fancy game fish with special care. He has a fine collection of high-priced specimens in his several ponds near his big pond. His whole stock has been swept into the Elizabeth River by the breaking of two of the three small dams of the sub-pond.

BRONX TROLLEY BRIDGE SHAKY.

Cars Stopped—Passengers Delayed—Police Reserves Standby to Give Help. The Bronx River had swollen to such an extent last night that it was feared the West Farms bridge over the river at West Farms would be carried away. The Union Railway stopped running trolley cars over the bridge early in the day, compelling passengers to walk across to meet connecting cars. This held up the road.

The water washed away a small section of the bridge which had just been sunk for a widening of the structure. The flood made the bridge way perceptibly.

Police Commissioner Young's bulletheaded at the foot of Ocean Parkway were wrenched loose and the planks tossed about like chips on the big current. The water rushed over the bulkheads, flooding the concourse and spreading out on the Ocean Parkway, where it lay two feet deep far down the driveway as Neptune avenue.

Before night the water surrounded the park, the trolley cars were held up, and made an island of it.

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119 & 121 Nassau Street.

GENERAL ELECTRIC CLOSERS.

UP-STATE FLOOD MAKES THOUSANDS OF MEN IDLE.

Schenectady's Big Industries Surrender to the Rising Waters—Albany Policemen Cover Their Posts in Boats—Loss of Life Reported in Other Towns.

SCHENECTADY, N. Y., Oct. 10.—The works of the General Electric Company and the American Locomotive Company, which together employ 18,000 hands, were obliged to shut down to-day on account of the floods.

Several breaks have occurred in the canal west of this city and below the aqueduct, four miles east. The river and canal are all in one. It is said that navigation cannot be resumed on the canal this season.

The tremendous flood is already being used as an argument against the proposed \$101,000,000 barge canal. The plans for this canal provide that the old ditch shall be abandoned and the Mohawk River used to Troy.

The opponents of the scheme in this city point to the fact that it is not within the range of human skill to prevent floods of this kind, and that had the barge canal been in operation at this time shipping would have been wrecked and millions of dollars of damage done to the canal itself.

At Albany, Oct. 10.—The Hudson River at Albany to-night showed a rise of sixteen feet above the mean low water mark, flooding the streets in the south end of the town. The streets along the river and in the south end are being patrolled by policemen in rowboats, and families living in the tenement districts are receiving their supplies from boats on the same manner.

The Delaware and Hudson Belt Line tracks between Albany and Troy on the west side of the river have been abandoned to-day.

The Troy Citizens' Line steamboat will not make the trip to New York to-morrow night.

The Hudson Superintendent Harrington of the New York Central Railroad reports to-night that trains over the Mohawk division are running on fairly good time.

Two men went out in a boat near Delhi yesterday to secure part of the contents of a barn which had been swept away. The craft was overturned and one of the men was drowned. The other swam to a tree, where he spent the night, being rescued this morning.

At Morgan, Ontario, a live scorpion at Pine Hill fell from a bridge over Birch Creek and was drowned.

TWO SOUND BOATS HELD UP.

City of Worcester by a Breakdown. The machine on the Sound steamer City of Worcester, bound from this city to New London, Conn., broke down at 8 o'clock last evening when she was a short distance past Execution Light and about six miles from City Island.

The Stonington Line steamer New Hampshire, going in the same direction, happened to be near at hand and, when she saw that the City of Worcester was in trouble, went to her aid. The wind was blowing and was kicking up such a fuss, however, that the New Hampshire could not get near enough to throw a line to the disabled boat.

The City of Worcester had come to anchor by that time and signalled that she was all right as far as safety was concerned.

The weather was so heavy that the New Hampshire put back to City Island. Her captain said she would spend the night there.

He said word of the trouble to the officers of the marine department of the New Haven Railroad. Two tugs were ordered to go to the City of Worcester.

The New London boat has about one hundred passengers aboard.

ERIE FERRYBOATS STOPPED.

Flood in Jersey City Waiting Rooms Navigated on Baggage Trucks. There was another big flood at the Pavonia Ferry in Jersey City at high tide yesterday. The tracks in the train shed were submerged and the water ran into the waiting room. Women and children were trapped on the Erie station on the ferry bridges on baggage trucks and in invalid chairs. The Erie Railroad suspended the operation of its ferryboats for three-quarters of an hour, while the flood was at its height.

Car Service Crippled in Jersey City. Water from the meadows at the foot of the hill flowed into the engine room of the Public Service Corporation's power house in Prior street, Jersey City, Friday night, and quenched the fire of three out of ten engines which run the big dynamo. The trolley car service was crippled yesterday for lack of power and comparatively few cars were operated during the day.

In the morning thousands of persons were obliged to walk a mile or two to reach the ferries and last night they had to walk to get home. Many women rode in state cars on trucks from the ferry to the Heights.

NEW JERSEY WOODCOCK.

Birds Plenty, but Few of Them Brought to Bag So Far This Season. TUCKAHOE, N. J., Oct. 10.—The season for shooting woodcock opened in New Jersey on Oct. 1, and a number of sportsmen have been through the swamps along the Tuckahoe River every day in search of this much prized game bird.

In past years the woodcock has been a stranger in these parts because of the destruction of the woodcock crop, and its favorite roosting ground about the time the oaks are springing up is upon the marshes, and especially in the woods where the oaks are thick.

The blue-winged teal, which years ago came here in large numbers along with the rail and fed chiefly on oaks, has about disappeared as the rail bird is disappearing. Year by year the number of teal has diminished and they have grown thin in smaller quantities, the birds have become fewer in number and in a few years hence the teal, perhaps, will be a stranger in these parts because of irremediable conditions.

One of the things most regretted by veteran rail roosters in the languishing of the teal is their future reputation for snatching the teal. The champion who tells, in years to come, of having bagged 150 rail birds in a single day by himself will be in grave danger of losing standing in the community.

There are a score of big swamps between Tuckahoe and Dennisville, over near the Delaware Bay shore, where the birds nest in goodly numbers, every spring, and in all of these places good shooting will undoubtedly be found.

Last fall a Philadelphia sportsman who was on a quail and rabbit hunting trip and did his shooting in the big swamp that runs three miles through the country between Sea Lie Junction and Dennisville bagged nine plump woodcock, which was not so bad, considering the fact that he wasn't looking for that kind of game.

The open season lasts until Dec. 10, but there are a few native sportsmen who rely on woodcock hunting. The labor of

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FAMED for its excellence—for its artistic beauty—for its exclusiveness—for its absolute completeness in all lines—for its moderate cost. Advantages which cannot fail to interest all intending Furniture buyers who desire the best in style and the best in value.

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Everything at lowest cost consistent with quality.

R. J. HORNER & CO., Furniture Makers and Importers, 61, 63, 65 West 23d Street.

Executors Sale.

The entire contents of the Tefft Mansion

Great Barrington, Mass., which constitutes a portion of the estate of the late Mrs. Emma A. Tefft,

are to be sold at auction by order of Geo. C. Clarke, Esq., Executor (Wm. B. Elliott, No. 71 Broadway, attorney), at the New York Art Galleries, NO. 2 WEST 37TH ST., Exhibition opens Monday, October 12th. Sale commences Wednesday, October 14th, at 2:30 P. M.

This sale will prove very interesting, as the furniture is of the highest grade, being from makers such as De Witt, Macoskey, Tiffany, Black, Starr & Frost, Gilman, Collins and Co. supplied the silver, clocks, glass and china.

W. J. Sloane and Arnold conducted the carpets and draperies. The library of about 3,000 volumes, contains many sets of limited subscription editions. Sale is absolutely without restriction.

John Fell O'Brien, Auctioneer. SORA SCARCE; CARP BLAMED. For Lack of Wild Oats, Game Birds Have Deserted Maryland Marshes.

DENTON, Md., Oct. 10.—The shooting season on the upper Choptank River for the year, or water rail, has been open for more than two weeks, but few birds have been killed. Over in southern Maryland, on the Patuxent, where the rail is known as the oriolan, a like scarcity of the birds is reported.

These two rivers used to be covered in the season by rail, and many gunners from Philadelphia, Baltimore, Washington and other points paid yearly visits to them. The birds fed in the marshes, and upon the approach of a boat rose in myriads, affording in their rapid flight exciting sport to expert gunners.

The main reason advanced for the scarcity of rail is that the Choptank and Patuxent marshes, the favorite feeding grounds of this bird, are now almost entirely denuded of wild oats, the principal food of the rail. Every year for a considerable period the oats have been rapidly diminishing in quantity on the marshes.

It is said that the German carp, against which so many deeds of evil have been charged, is the cause of the destruction of the wild oats crop. The carp is an inveterate rooter, and its favorite roosting ground is upon the time the oaks are springing up is upon the marshes, and especially in the woods where the oaks are thick.

The carp feed upon the tender roots of this plant, and what they do not eat they disengage from the bottom and the plant dies. Eventually the crop is killed.

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To fitly commemorate the enlargement and improvement of these Great Departments we inaugurate a Sale beginning to-morrow, which has never had an equal for Real Bargains. We have been very greatly assisted in this movement by several manufacturers who preferred our Ready Cash to their surplus stocks. That explains the

Splendid Difference Between Value and Selling Price. For Instance:

11.00 For 12 x 9 Tapestry Brussels Rugs, Sanford's Make, "Double Extra," they are suitable for parlor, library and dining room—regular value \$17.50.

19.00 For 12x9 S. Sanford & Sons' Beauvais Axminster Rugs, Turkish, Persian, Oriental, and floral designs—one of the best and most suitable parlor and library rugs—regular values from \$30.00 to \$35.00.

Incredible Offers in the Very Best All Wool Smyrna Carpet Rugs. Patterns in the following styles: Camel's Hair, Broche, light colorings, red ground, wreath center, rich shadings, Empire design; dark rich, green ground; allover set figures. Oriental; bright red ground; medallion; green ground; wreath center. Oriental; shaded green ground, &c., &c.

Now the Prices and the Values. 0.89 for 9 feet x 6 feet; regular values \$15.00. 14.33 for 10 1/2 feet x 7 1/2 feet; regular values \$22.50. 18.00 for 12 feet x 9 feet; regular values \$30.00.

A Synopsis of Specials in Floor Rugs.

3.49 for 36x72 Imperial Smyrna Rugs, W. & J. Sloane make; value \$4.50. 5.75 for 6x9 foot Moravian Smyrna Rugs, hand made reversible; value \$8.00. 9.75 for 9x12 foot Moravian Smyrna Carpets, hand made, reversible; value \$15.00. 7.98 for 6x9 foot Brussels Rugs, fine quality; value \$15.00. 21.49 for 9x12 foot Bigelow's best Body Brussels Floor Rugs—choice patterns; value \$27.50.

Carpets—Special Cut Prices. 47c a yard for Tapestry Brussels Carpets, value 65c. 69c a yard for all wool Velvet Carpets, W. & J. Sloane make; value \$1.00 a yard.

Three Stunning Values in First Class Linoleums and Floor Oilcloths

17 cents a square yard for FLOOR OILCLOTH 2 yards wide; value 35c. a square yard. 31 cents a square yard for LINOLEUM made of cork, 2 yards wide; value 65c. a square yard. 39 cents a square yard for HEAVY OILCLOTH, in 2 1/2 yard widths only; value 59c. a square yard. A representation of over 50 styles in all the latest and up-to-date colorings.

More of Those Startling Values in Mattresses, Bed Springs and Beds.

A good 40 lb. Hair Mattress, one or two parts, best ticking, \$5.75. Sanitary Long Hair Mattresses, made in one or two parts, choice of A. C. A. ticking or fancy ticking, \$12.75. Combination Hair Top and Bottom Mattresses, one or two parts, with 6-inch border, value \$6.00. Turkish Upholstered Set Down Box Springs, dust proof and solid comfort, in all sizes, choice of tickings, value \$10.50, for Telescope Iron Folding Bed Couches, mattress and bolster complete, value \$12.90, for Upholstered Box Couches, self-opening spring, good workmanship, value \$12.00, for Good Feather Pillows, 3 lbs. value \$1.00, for...

A Complete Bed Outfit, Value \$16.00, for \$12.50. See what it comprises—One White Enamel Bed, brass rail and spindle—one good all-iron spring, one all-hair mattress, made in one or two parts, value \$16.00, for... 12.50

Lace Curtains and Bed Sets, Portieres and Couch Covers.

Lace Curtains made to sell at \$1.75 a pair, copies of all the real lace curtains, such as Renaissance and Arabian designs, for a pair... 1.00. Scotch Lace Curtains; look like hand-made laces; rich in effect and correct copies of Brussels, Antiques, Irish Points; values \$2.98 and \$3.50; for a pair... 1.95. White Irish Point Lace Curtains—our new Fall importation; all clean-cut up-to-date styles and patterns at 4 special prices; some for \$6.75, \$4.75 and others for \$6.75, \$4.75 and... 2.98

Fine Renaissance Lace Bed Sets, 4 Very Great Specials for This Sale.

AT 12.50—Some at 9.75 and 6.75, and others at 4.75. 1.25 a pair, for \$2.50 Portiere Curtains, fringed top and bottom. 1.75 for Couch Covers, 56 inches wide; worth \$3.00; fringed all around—Oriental and Moorish designs. 3.50 for Armure Portieres, extra heavy fringe, lattice work effect, worth \$5.50. 4.98 a pair for Mercerized Portieres, beautiful assortment; worth \$7.50 a pair.

SOZODONT Tooth Powder

New Patent Top Can, Compare quantity and quality with others. Sozodont is economy. Barge and Four Men Lost? PROVIDENCE, R. I., Oct. 10.—The Reddie tug Lykens put into Saunderson's wharf two barges last night and reported the loss of the barge Langhorn of Montank Point on Thursday night. The Lykens put out again to-day in a gale and high sea and searched for the Langhorn but did not find her. The large carrier carried four men.

A dispatch received last night says that Long Island life savers had sighted the barge of Sayville and were trying to reach it.